The claims pending as of entry of this Amendment are as follows:

Claims 1-12: Cancelled.

Claim 13 (original): A method for a person in one vehicle to communicate with a person in another vehicle, comprising the steps of:

a) providing at least a first communicator in an initiating vehicle and in a recipient vehicle, the communicators being operable over a range of frequencies;

b) transmitting a control signal from the initiating vehicle, the control signal identifying the transmission frequency that is presently being used by the initiating vehicle;

c) receiving the control signal at the recipient vehicle; and

d) synchronizing a presently operative transmission frequency in the communicator in the recipient vehicle to coincide with the transmission frequency presently being used by the communicator in the initiating vehicle.

Claim 14 (original): The method as in claim 13, wherein the communicator in the recipient vehicle monitors transmissions over the operable range of frequencies for a control signal from the initiating vehicle.

Claim 15 (original): The method as in claim 14, wherein the communicator in the recipient vehicle automatically detects the presence of the control signal from the initiating vehicle and provides an indication that another vehicle is seeking to establish communications.

Claim 16 (new): The method as in claim 15, including the additional step of permitting the person in the recipient vehicle to respond to the indication by pressing a receive button.

Claim 17 (new): The method as in claim 16, wherein the synchronizing step is responsive to the pressing of the receive button to synchronize the presently operative transmission frequency in the communicator in the recipient vehicle to coincide with the transmission frequency presently being used by the communicator in the initiating vehicle, and wherein the synchronizing step provides communications over a plurality of frequencies free of any dialing, tuning, or manual addressing scheme.

Claim 18 (new): The method as in claim 17, including the additional step of transmitting further control signals between the initiating vehicle and the recipient vehicle.

Claim 19 (new): The method as in claim 18, wherein the further control signals permit further channels for communication to be set.

Claim 20 (new): The method as in claim 19, wherein the further control signals change the communication channels in timed sequence.

Claim 21 (new): The method as in claim 17, wherein the transmission frequency varies in accordance with a spread spectrum frequency hopping technique.

Claim 22 (new): The method as in claim 13, wherein the control signal comprises an encoded signal which includes the initiating vehicle's transmit frequency.

Claim 23 (new): The method as in claim 13, including the additional step of transmitting a vehicle identifier in addition to the control signal.

Claim 24 (new): The method as in claim 17, including the additional step of band-pass filtering, between two poles, sounds received at microphones associated with the communicators in each of the initiating vehicle and the receiving vehicle.

Claim 25 (new): The method as in claim 17, wherein the control signal is transmitted in the form of a data packet.

Claim 26 (new): The method as in claim 25, wherein the data packet is transmitted at a frequency included within the range of frequencies.

Claim 27 (new): The method as in claim 17, wherein the step of transmitting the control signal from the initiating vehicle is in response to a manual press of a transmit button in the initiating vehicle.

Claim 28 (new): The method as in claim 13, including the additional steps of notifying any occupants of the recipient vehicle of the receipt of the control signal at the recipient vehicle, and accepting communications between the initiating vehicle and the recipient vehicle by performing the synchronizing step in response to the press of a receive button in the recipient vehicle.

Claim 29 (new): The method as in claim 13, including the additional step of operating sweep circuitry within the communicators of the initiating vehicle and the receiving vehicle when communications therebetween are terminated.

Claim 30 (new): An intervehicle communication method that permits communication between one initiating vehicle and a second receiving vehicle, comprising the steps of:

a) providing at least a first communicator in each of the initiating vehicle and in the recipient vehicle, the communicators being operable to convey audio messages therebetween at a first synchronized frequency;

b) transmitting a control signal from the initiating vehicle;

c) receiving the control signal at the recipient vehicle;

d) changing the transmission frequency of the recipient vehicle in response to the control signal; and

e) synchronizing the initiating vehicle to the changed transmission frequency of the recipient vehicle.

Claim 31 (new): A communication system for use in at least two cars, comprising:

a) a communicator disposed within each car, the communicators being operable to convey (1) audio messages therebetween over any one of a plurality of channels at any given moment and (2) at least one control signal from a first of the at least two cars to a second of the at least two cars to permit the second car to synchronize communications to the channel used by the first car;

b) a synchronization circuit coupled to each of the communicators, the synchronization circuit being operative to synchronize the communicators to a common, low-noise channel based on any conveyed control signal and independent of any manual setting by the user;

c) a transmit button in the first car configured to, when used, cause at least a first control signal to be transmitted from the first car; and

d) a receive button in the second car configured to, when used, accept the first control signal from the first car and cause the synchronization circuit to operate.

Claim 32 (new): The communication system as in claim 32, wherein the synchronization circuit further comprises sweep circuitry that determines a noise level on each of the plurality of channels, identifies a communication channel having a low-noise level, and causes further control signals to be conveyed to change the communications channel used by the communicators.